

SWEET DREAM - ISLAND PACKET



Builder: [ISLAND PACKET](#)

Beam: 15' 0" (4.67 m)

Year Built: 2005

Max Draft: 17' 3" (5.25 m)

Model: 485

Price: \$425,000 USD Subject to change.

[See full listing on our website](#)

Location: Southport, United States

LOA: 51' 0" (15.72 m)

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OVERVIEW

Conceived by the celebrated naval architect Robert K. (Bob) Johnson, the Island Packet 485 remains a paragon among bluewater cutters, and Sweet Dream embodies that tradition with refined seakindliness, reliable offshore capability, and an attention to finish and fit that marks her out in any harbor. Her joinery, systems, and accommodations speak to a level of craftsmanship and comfort that complements her proven passagemaking pedigree.

A seasoned circumnavigator, Sweet Dream has already carried her crew around the world and returns to the market fastidiously maintained, thoughtfully upgraded, and freshly refit—truly turnkey and fitted to depart without delay. Whether slipping into secluded island anchorages, planning long ocean crossings, or contemplating another global voyage, she offers the assurance, comfort, and equipment to follow ambitious plans without compromise.

Her track record is unmistakable: two full circumnavigations with the World ARC underscore her credentials as a genuine world cruiser. In addition to those global passages, the current owners enjoyed three seasons cruising the U.S. East Coast and the Florida Keys, with winters in the Bahamas. Now primed for new adventures, Sweet Dream is more than ocean-ready; she is a fully equipped circumnavigation yacht and liveaboard bluewater sailboat, purpose-built for serious long-range cruising and expedition work.

Designed for long passages, her center cockpit functions as an all-weather command station—elevated, dry, and offering excellent sightlines whether sailing or at anchor. A robust displacement hull paired with a full-foil keel delivers a steady, confidence-inspiring motion, while the cutter rig and a 40% ballast-to-displacement ratio provide security in true offshore conditions. At sea she is composed and efficient; electric winches, a bow thruster, and autopilot make passagemaking straightforward for a couple or short-handed

crew. With a long waterline and a balanced sail plan, this center-cockpit cruiser rewards you with easy miles—ghosting in light airs or powering through fresh trade-wind seas—an accomplished offshore sailing yacht and expedition-ready cruiser in every sense.

SPECIFICATIONS

Basic Information

Category:
Sail yachts

Year Built:
2005

Sub category:
Center Cockpit Sail Yacht

Country:
United States

Model Year:
2005

Dimensions

LOA:
51' 0" (15.72 m)

Max Draft:
17' 3" (5.25 m)

Beam:
15' 0" (4.67 m)

Speed, Capacities and Weight

Water Capacity:
300 Gallons

Fuel Capacity:
300 Gallons

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

1

Engine Type:

Inboard

Manufacturer:

Yanmar

Fuel Type:

Diesel

GALLERY











DETAILED DESCRIPTION

Description

Turnkey bluewater cutter rig and proven circumnavigator, Sweet Dream is an Island Packet 485 designed by the legendary naval architect Robert K. (Bob) Johnson and embodies the pinnacle of ocean passagemaking with an uncommon combination of seaworthiness, offshore performance, and refined onboard comfort. As a two time circumnavigator with World ARC, she carries an unmistakable pedigree and a documented history of unforgettable bluewater voyages; meticulous maintenance, thoughtful upgrades, and a recent refit make her genuinely turnkey and ready to depart today.

Purpose built for global voyaging, Sweet Dream's high, dry center cockpit becomes an all weather sanctuary with commanding views underway and at anchor, while a heavy displacement hull and full foil keel deliver steady, confidence inspiring motion; a cutter rig and a ballast to displacement ratio of forty percent instill trust when conditions turn bluewater. Offshore she moves with grace and ease, and yet she is optimized for short handed passagemaking: electric winches, a bow thruster, and an autopilot reduce workload for a couple or small crew, while a long waterline and balanced sail plan yield efficient miles from whispering zephyrs to fresh trade wind swells. Sweet Dream is not merely ocean ready; she is comprehensively outfitted for serious circumnavigation, combining Island Packet's renowned build quality with premium systems and luxury refinements that elevate safety, comfort, and confidence for globe spanning adventures.

Overview

On deck, Sweet Dream presents a spacious aft platform that doubles as tender storage and a waterside lounge, secure enough to carry a ten foot dinghy

under way, while a custom hard bimini integrates solar panels and, together with a full vinyl and sunshade enclosure added in two thousand twenty three, transforms the center cockpit into a protected second salon for true all weather living. Upgraded Kato davits fitted in two thousand twenty three, an Extendo boom, and a powerful bow thruster simplify mooring and tender handling, and all sail controls are led to the secure center cockpit for safe short handed operation; a sugar scoop transom makes boarding effortless and includes a hot/cold shower for rinsing off after a swim. Below, the bright, sun filled saloon welcomes with Ultraleather cushions and warm teak and ash flooring, a convertible dinette with an additional pull out berth flexes for guests, and climate control is assured in any latitude by dual Dometic air conditioning units, a diesel heater, and abundant opening hatches and ports. The award winning navigation station—recipient of Sail Magazine’s “Best Nav Station”—is passage making perfection with a high backed chair, a proper chart table, and fully integrated electronics, while the offshore ready gourmet galley is equipped for serious cruising with dual Frigoboat fridge/freezers, an ENO stove and oven with broiler, microwave, filtered water system, deep stainless double sinks, and generous Corian topped stowage and counter space.

Accommodations are designed for comfort and privacy on extended passages, with a three cabin, two head layout supporting family cruising or hosting friends: the aft owner’s stateroom is a private retreat with a queen island berth, cedar lined lockers, an en suite head with separate shower, and direct access to the cavernous garage lazarette; forward, a guest suite provides its own island berth, ample storage, and private entry to the second head with a dedicated shower; between them a versatile third cabin converts into an office, lounge, or bunkroom as needed. Both heads use freshwater VacuFlush toilets that were fully rebuilt in two thousand twenty three and serviced again in two thousand twenty five, and excellent ventilation from multiple opening ports and hatches plus the thoughtful, functional plan strikes an ideal balance

between comfort and practicality for long range passagemaking. Sails and rigging are set up for short handed bluewater reliability: a cutter rig with in mast furling mainsail, a Hoyt self tacking boom, upgraded electric winches, standing rigging replaced in two thousand seventeen, and running rigging renewed in two thousand twenty two; the inventory includes a Mack Sails in mast furling mainsail from two thousand twenty three, a staysail and one hundred ten percent Yankee by North Sails from two thousand seventeen cleaned and serviced in fall two thousand twenty five, and an asymmetrical spinnaker with a downwind pole mounted on a mast track. The Harken focused winch and control scheme features a package of electric and two speed winches engineered so mainsail furling and outhaul lines, halyards, and sheets are ergonomically and safely managed from the cockpit.

Mechanical and onboard systems are expedition ready: the Yanmar 4JH3 HTE one hundred ten horsepower turbo diesel received professional service in two thousand twenty one and again in January two thousand twenty four including a new aftercooler and new raw water pump and impeller in two thousand twenty four, decarbonization, valve adjustments, filters and fluids; a MasPower MP6M six kW two hundred twenty volt generator delivers reliable power; the dual voltage 220V/120V electrical architecture with dual isolation transformers, an inverter, and global adaptors supports worldwide cruising; a Python Drive constant velocity shaft coupling with thrust bearing smooths propulsion; a Side Power seven horsepower bow thruster was fully serviced with new wiring in two thousand twenty three; and the three blade fixed propeller has been fully serviced in two thousand twenty five.

Electronics were modernized in two thousand twenty five to a fully integrated, redundant Raymarine centric suite that includes an Axiom 2 Pro nine inch MFD in a custom pod with HybridTouch and HydroTough, an Axiom nine inch MFD at the nav desk, Raymarine i50/60 Cruise Pack, Quantum Q24C Doppler radar, i70s helm displays, AIS 700 Class B transceiver, EV 400 autopilot with P70s control head and a spare drive motor aboard, Ritchie SB 500 compass,

PredictWind Data Hub, ICOM IC M510 VHF with remote mic, and Starlink Maritime Internet installed in two thousand twenty three for global connectivity.

The electrical system is built for global roaming and off grid independence: wired for 220V/50 Hz service with upgraded dual transformers providing full 110V at every outlet, two thirty amp 220V shore connectors with a fifty amp dock adapter included, two Charles Marine isolation transformers, a Charles one hundred amp battery charger, a 560 W solar array of four 140 W panels regulated by a Blue Star MPPT 75 charge controller, a Balmar 6 Series dual foot twelve volt one hundred amp alternator new in two thousand twenty three, an integrated inverter and dual converters new in two thousand twenty three for effortless 220V to 110V switching, and a ten battery bank with dedicated pairs for thruster and windlass, six Group 27 Lifeline AGM house batteries from two thousand twenty two to two thousand twenty three, plus dedicated start batteries for the main engine and genset. Other notable equipment includes an Aqua Base watermaker producing fifteen GPH installed in two thousand nineteen, comprehensive climate control with a Dometic DTGX16 sixteen thousand BTU unit new in two thousand twenty five and a nine thousand BTU Dometic in the aft owner's stateroom new in two thousand twenty one with new pump and fittings and a fully serviced seawater circuit in two thousand twenty five, a Vevor eight kW forced air diesel heater installed in two thousand twenty five, and a professionally applied Coppercoat multi season antifouling bottom.

Deckgear and safety are rugged and thoughtfully specified: a custom hardtop bimini with enclosure tracks integrates four solar panels, all sheets and halyards are led aft for safe ergonomic handling, a folding suede covered stainless helm wheel frees cockpit space at anchor, heavy duty Kato davits with integrated winch and Kato Lift system new in two thousand twenty three manage the tender along with Harken blocks and dedicated line handling, and safety rails on the aft deck were upgraded to tubular stainless steel in two

thousand twenty three. Ground tackle is robust with a Cheetah horizontal electric windlass and dual controls, a thirty three kilogram Rocna primary anchor on three hundred fifty feet of seven sixteenth inch chain, and a Fortress backup with twenty five feet of chain and rope rode. Safety equipment is thorough, including a SUPERIOR Offshore six person liferaft from two thousand twenty two, comprehensive first aid and personal safety gear, jacklines and tether clips, a Life Sling, and an ACR Electronics Inc. EPIRB Model #RLB 41. The tender package is a two thousand twenty three Highfield 310 with a twenty horsepower Tohatsu outboard featuring electric start and tilt. Maintenance has been proactive and professionally documented—engine oil last changed January twenty second, two thousand twenty four; transmission oil February twentieth, two thousand twenty three; generator oil April eleventh, two thousand twenty three—with cutlass bearing replacement in April two thousand twenty two, dripless shaft packing service at the same time, bow thruster service in January two thousand twenty twenty three, and VacuFlush heads rebuilt in two thousand twenty three and serviced again in two thousand twenty five. Dimensions underscore her bluewater brief: LOA fifty one point five eight feet (fifteen point seven meters); LWL forty three point three three feet (thirteen point two meters); beam fifteen point three three feet (four point six seven meters); draft five point two five feet (one point six meters); displacement thirty nine thousand pounds dry with sixteen thousand pounds of ballast; bridge clearance sixty three point five feet; fuel capacity three hundred gallons; fresh water capacity three hundred gallons; holding tank thirty gallons; power by Yanmar 4JH3 HTE one hundred ten hp inboard diesel driving a three blade bronze propeller; and accommodations for three cabins and two heads with six berths plus two additional berths in the saloon. Sweet Dream is an exceptional opportunity to own an Island Packet 485 with modern systems, luxury refinements, and a proven offshore pedigree—more than a sailboat, she is an invitation to exploration and the open ocean.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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